Placer County
Airport Land Use Compatibility Plan

Placer County, California

Adopted
by
Placer County
Airport Land Use Commission
October 25, 2000

Prepared
by
Shutt Moen Associates
Santa Rosa, California

Placer County Transportation Planning Agency/Airport Land Use Commission

Board Members

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Harry Crabb, Mayor, City of Roseville
Roger Hollis, Councilmember, Town of Loomis
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Harriet White, Supervisor, Placer County
Jim Williams, Supervisor, Placer County

Staff

Celia McAdam, Executive Director
Kathryn Mathews, Senior Transportation Planner
Linda Aeschliman, Senior Transportation Planner

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
PLACER COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____

Property Owner _____ Phone Number _____

Mailing Address _____

_____

_____

Agent (if any) _____ Phone Number _____

Mailing Address _____

_____

_____

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address _____

_____

Assessor's Parcel No. _____ Parcel Size _____

Subdivision Name _____ Zoning Classification _____

Lot Number _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) _____

_____

_____

Proposed Land Use (describe) _____

_____

_____

_____

For Residential Uses — Number of Parcels or Units on Site (incl. secondary units) _____

For Other Land Uses — Hours of Use _____

Number of People on Site... — Maximum Number _____

Method of Calculation _____

_____

Height Data — Height above Ground of Tallest Object (including antennas & trees) _____ ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.

Flight Hazards — Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? ☐ Yes ☐ No

If yes, describe _____

_____

REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)

Date Received _____

Agency Name _____

_____

Staff Contact _____

Phone Number _____

Agency's Project No. _____

_____

Type of Project

- ☐ General Plan Amendment
- ☐ Zoning Amendment or Variance
- ☐ Subdivision Approval
- ☐ Use Permit
- ☐ Public Facility
- ☐ Other _____

ALUC SECRETARY'S REVIEW (TO BE COMPLETED BY ALUC SECRETARY)

Application Receipt

Date Received _____ By _____

Is Application Complete? ☐ Yes ☐ No

If no, cite reasons _____

Airport

☐ Auburn Municipal ☐ Blue Canyon ☐ Lincoln Regional

☐ Other Location (describe) _____

Primary Criteria Review

Compatibility Zone(s) ☐ A ☐ B1 ☐ B2 ☐ C1 ☐ C2 ☐ D

Allowable (not prohibited) Use? ☐ Yes ☐ No _____

Density/Intensity Acceptable? ☐ Yes ☐ No _____

Open Land Requirement Met? ☐ Yes ☐ No _____

Height Acceptable? ☐ Yes ☐ No _____

Easement/Deed Notice Provided? ☐ Yes ☐ No _____

Special Conditions

Describe: _____

Supplemental Criteria Review

Noise _____

_____

Safety _____

_____

Airspace Protection _____

_____

Overflight _____

_____

ACTIONS TAKEN (TO BE COMPLETED BY ALUC SECRETARY)

ALUC Secretary's Action

☐ Approve Date _____

☐ Refer to ALUC

ALUC Action

☐ Consistent Date _____

☐ Consistent with Conditions (list conditions/attach additional pages if needed)

_____

_____

☐ Inconsistent (list reasons/attach additional pages if needed)

_____

_____

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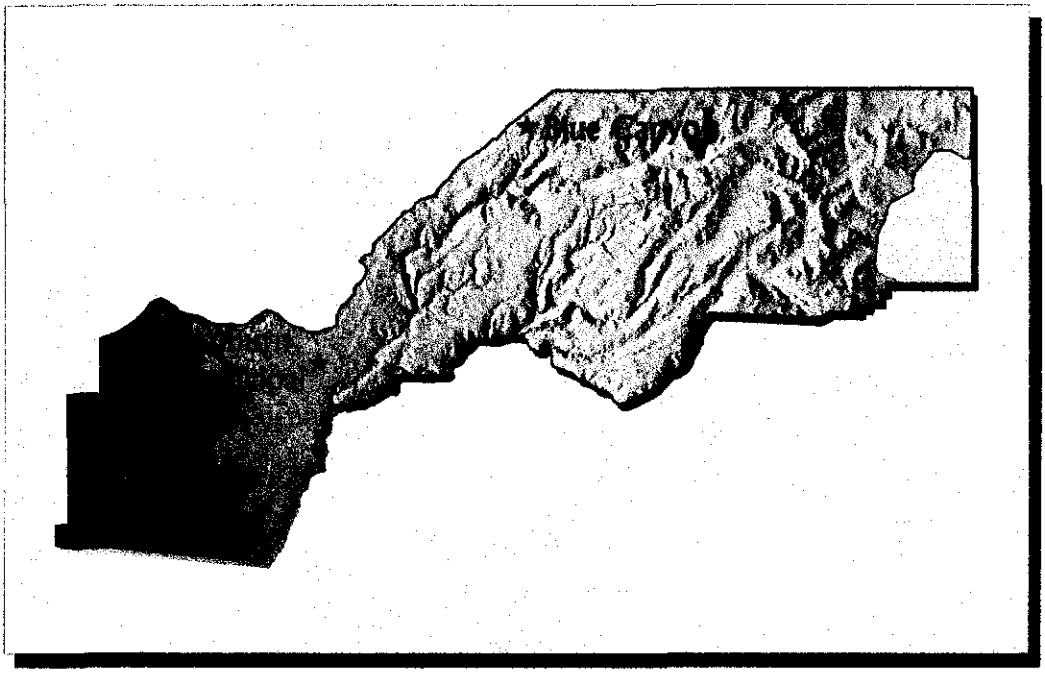
1 Introduction



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Introduction

Airport Land Use Compatibility Planning

Function and Applicability of the Plan

The basic function of this *Placer County Airport Land Use Compatibility Plan* is to promote compatibility between the airports in Placer County and the land uses which surround them. As adopted by the Placer County Airport Land Use Commission, the plan serves as a tool for use by the commission in fulfilling its duty to review airport and adjacent land use development proposals. Additionally, the plan sets compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to land owners in their design of new development.

The plan is primarily concerned with land uses near the three public-use airports in Placer County:

- Auburn Municipal Airport
- Blue Canyon Airport
- Lincoln Regional Airport

(Note: This plan does not address Truckee-Tahoe Airport. Airport land use compatibility planning matters for that airport, which lies on the boundary between Placer and Nevada counties, are the responsibility of the Foothill Airport Land Use Commission.)

The influence area for each of the airports, as defined herein, extends roughly 2 to 3 miles from the airport runways. These influence areas encompass lands within three local government jurisdictions in Placer County:

- County of Placer
- City of Auburn
- City of Lincoln

Additionally, portions of the Blue Canyon Airport influence area affect lands within the jurisdiction of two other government entities: the county of Nevada and the U.S. Forest Service. Although the

authority of the Placer County Airport Land Use Commission does not extend to these jurisdictions, policies in the *Compatibility Plan* address the importance of coordination on airport land use compatibility matters.

Details regarding the purpose, scope, and applicability of the *Compatibility Plan* are set forth in the two policy chapters which follow.

Statutory Requirements

Powers and Duties

Requirements for creation of airport land use commissions (ALUCs) were first established under the California State Aeronautics Act (Public Utility Code Sections 21670 et seq.) in 1967. Although the law has been amended numerous times since then, the fundamental purpose of ALUCs to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose is:

> "...to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

The statutes give ALUCs two principal powers by which to accomplish this objective. First, ALUCs must prepare and adopt an airport land use plan. Secondly, they must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

Limitations

Also explicit in the statutes are two limitations on the powers of ALUCs. Specifically, ALUCs have no authority over existing land uses (Section 21674(a)) or over the operation of airports (Section 21674(e)). Neither of these terms is defined within the statutes, although the interpretation of their meaning is fairly standard throughout the state.

- **Existing Land Uses** — The precise wording of the Aeronautics Act is that the authority of ALUCs extends only to land in the vicinity of airports which is "not already devoted to incompatible uses." The working interpretation of this language is that ALUCs have no state-empowered authority over existing land uses. The question then becomes one of determining what conditions qualify a land use as existing.

  For airport land use planning purposes, a land use can generally be considered existing once the local agency has completed all discretionary actions on the project and only ministerial approvals remain. A vacant property thus can be considered "devoted to" a particular use, even if the activity has not begun, once local government commitments along with substantial construction

investments by the property owner make it infeasible for the property to be used for anything other than its proposed use. Local government commitment to a proposal can usually be considered firm once a vesting tentative map, development agreement, or other land use entitlement has been approved.

- **Operation of Airports** — Any actions pertaining to how and where aircraft operate on the ground or in the air around an airport are clearly not within the jurisdiction of ALUCs to regulate. ALUC involvement with aircraft operations is limited to taking the operational characteristics into account in the development of land use compatibility plans. This limitation on the jurisdiction of ALUCs cannot, however, be taken to mean that they have no authority with respect to new development on airport property. For example, the law specifically requires ALUCs to review proposed airport master plans for consistency with the commission's plans. ALUCs also are generally conceded to have authority to review proposals for nonaviation development on airport property.

A third, less absolute, limitation concerns the types of land use actions which are subject to ALUC review. The current law emphasizes local general plans as the primary mechanism for implementing the compatibility policies set forth in an ALUC's plan. Thus, the county and each affected city is required to make its general plan consistent with the ALUC plan (or to override the commission). Once a local agency has taken this action to the satisfaction of the Airport Land Use Commission, the ALUC's authority to review projects within that jurisdiction is narrowly limited. The only actions for which review remains mandatory are proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations affecting land within an airport influence area. For an ALUC to review individual projects, the local agency must agree to submit them.

Placer County Airport Land Use Commission

State law provides two basic options regarding the structure of airport land use commissions: a standard format or designation of an existing body to serve as the ALUC. Among California's 58 counties, these two formats are used in roughly equal proportions.

Membership on ALUCs structured in the standard manner is specified to be as follows:

- Two members appointed by the county board of supervisors;
- Two members appointed by a selection committee of mayors of the county's cities;
- Two members appointed by airport managers; and
- A seventh member, representing the general public, appointed by the other six.

The designated body format has several possibilities. Most common is for a single- or multi-county council of governments or similar entity to be designated as the ALUC. This is the arrangement established in Placer County where the Placer County Transportation Planning Agency functions as the airport land use commission. Other types of bodies which serve as ALUCs in some counties include the county planning commission, the county airport commission, or the county board of supervisors.

An airport land use commission was first established for Placer County in 1985. Initially, the Sierra Planning Organization (SPO) — a four-county council of governments and economic development agency consisting of El Dorado, Nevada, Placer, and Sierra counties and most of the cities within them — *functioned* as the ALUC. In its ALUC role, SPO operated under the name "Foothill Airport Land Use Commission."

At the urging of Placer County and the cities of Auburn and Lincoln, the Placer County Transportation Planning Agency (PCTPA) assumed the ALUC responsibility in January 1997. The desire for greater local control over airport land use planning matters was the principal factor which prompted the change in designation. PCTPA already had certain countywide airport planning duties as the designated regional transportation planning agency for all of Placer County except the Tahoe Basin. Moreover, the governing board of PCTPA consists of elected officials from the three airport-owning entities in the county along with representatives from the four other cities in the county.

The PCTPA Executive Director serves as the ALUC secretary with support from the agency staff.

Relationship of ALUC to County and City Governments

The fundamental relationship between the Placer County Airport Land Use Commission and the governments of Placer County and the cities affected by the *Compatibility Plan* is set by the State Aeronautics Act. The ALUC is not simply an advisory body for the Board of Supervisors or city councils in the manner that their respective planning commissions are. Rather, it is more equivalent to the Placer County Local Agency Formation Commission (LAFCo). Within the bounds defined by state law, the decisions of the ALUC are final and are independent of the county Board of Supervisors or city councils. The ALUC does not need county or city approval in order to adopt this *Compatibility Plan* or to carry out ALUC land use project review responsibilities.

Plan Preparation and Review

State Guidelines

Subsequent to establishment of the Foothill Airport Land Use Commission, arrangements were made with the Sacramento Area Council of Governments (SACOG) to prepare airport land use compatibility plans for the Auburn and Lincoln airports. (SACOG serves as the ALUC for Sacramento, Sutter, Yolo, and Yuba counties). The *Lincoln Municipal Airport Comprehensive Land Use Plan* was adopted in October 1986. The *Auburn Airport Comprehensive Land Use Plan* was adopted in February 1987 and amended later. No previous plan has been prepared for Blue Canyon Airport.

These plans served their intended function while Placer County remained part of the Foothill ALUC and they have remained in effect with the transfer of ALUC responsibilities to the Placer County

Transportation Planning Agency. However, as the new ALUC for Placer County, PCTPA determined that a thorough review and update of the plans was needed. It is the intent that the original plans be superseded with adoption of the new *Airport Land Use Compatibility Plan* represented by this document.

Major influences on the decision to prepare a new *Compatibility Plan* were the Caltrans Aeronautics Program's issuance of the 1993 *Airport Land Use Planning Handbook* and the legislature's enactment of two new laws pertaining to the *Handbook*. A 1994 state law requires ALUCs to be "guided by" information in the *Handbook* when formulating or amending compatibility plans. Another statute enacted in the same year creates a tie between the *Handbook* and California Environmental Quality Act (CEQA) documents. Lead agencies now must use the *Handbook* as "a technical resource" when assessing airport-related noise and safety impacts of projects located in the vicinity of airports. The *Handbook* provides extensive guidance on preparation and content of compatibility plans, on procedures for ALUC review of local actions, and on the responsibilities of local agencies. The second half of the document contains background information regarding noise and safety compatibility concepts, including valuable, not previously available, data regarding general aviation aircraft accident location patterns and other characteristics.

Relationship to Airport Master Plans

Airport land use compatibility plans are distinct from airport master plans in function and content. In simple terms, the issues addressed by airport master plans are primarily on-airport whereas those of concern in a compatibility plan are off-airport. The purpose of airport master plans is to assess the demand for airport facilities and to guide the development necessary to meet those demands. An airport master plan is prepared for and adopted by the agency which owns and/or operates the airport. In contrast, the purpose of compatibility plans is to assure that incompatible development does not occur on lands surrounding the airports. The responsibility for preparation and adoption of compatibility plans lies with each county's airport land use commission.

This distinction notwithstanding, the relationship between the two types of plans is close. Specifically, Section 21675(a) of the state law requires that ALUC plans be based upon a long-range airport master plan adopted by the airport owner/proprietor. If such a plan does not exist for a particular airport, an airport layout plan may be used subject to approval by the Caltrans Aeronautics Program.

The airport plan status differs for each of the three airports in Placer County:

- **Auburn Municipal Airport** — An airport master plan was adopted by the city in 1996. This plan — and especially the activity forecasts, noise contours, and proposed facility improvements described within it — was utilized as a major input to the Auburn Municipal Airport policies included in the *Placer County Airport Land Use Compatibility Plan*.

- **Blue Canyon Airport** — No master plan or layout plan has previously been prepared for this low-activity airport. An airport layout plan was therefore prepared in conjunction with the *Com-*

patibility Plan study. The drawing shows only existing facilities; no improvements are shown or currently contemplated. The Blue Canyon Airport layout plan was approved by the Caltrans Aeronautics Program for the purposes of this *Compatibility Plan*. (See letter attached at back of this document.)

- **Lincoln Regional Airport** — No recent master plan has been prepared for Lincoln Regional Airport. However, an airport layout plan was adopted by the city of Lincoln early in 1999. The contemplated future development shown on the drawing — particularly the long-range plans for construction of a parallel runway — is taken into account in the *Compatibility Plan*.

Plan Review and Adoption Process

Preparation of the *Placer County Airport Land Use Compatibility Plan* was closely coordinated with the three affected jurisdictions through a Plan Advisory Committee comprised of public works, planning, and airport staff representatives of those jurisdictions. An Ad Hoc Subcommittee of the ALUC also contributed with regard to several key policy decisions.

A draft plan dated September 1999 was widely circulated for local agency and general public review and comment. Public workshops on the plan were held in Auburn and Lincoln in October 1999 and again in September 2000. Both sets of workshops were publicized by means of block advertisements in local papers. Additionally, for the second set of workshops, individual notices were sent to approximately 5,000 owners of property in the three airport influence areas. During this interval, individual meetings also were held with several affected property owners and the staffs of the three local jurisdictions. Numerous revisions to the draft plan were made in response to the comments received.

The Placer County Airport Land Use Commission held a formal public hearing on the plan in May 2000. After consideration of comments offered at the hearing, at the second set of public workshops, and in writing, a final set of revisions to the draft plan was prepared. The Commission then adopted the draft plan and accompanying addendum on October 25, 2000. At that time, the Commission also acted to find that the *Compatibility Plan* is categorically exempt from the California Environmental Quality Act (CEQA). The present document incorporates all approved revisions. A copy of the Notice of Exemption is included as an attachment at the back of the document.

Plan Implementation

General Plan Consistency

As noted above, state law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plan and any affected specific plans to be consistent with

the compatibility plan. The local agency must take this action within 180 days of when the ALUC adopts or amends its plan. The only other course of action available to local agencies is to override the ALUC by a two-thirds vote after first holding a public hearing and making findings that the agency's plans are consistent with the intent of state law.

A general plan does not need to be identical with the ALUC plan in order to be consistent with it. To meet the consistency test, a general plan must do two things:

- It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
- It must avoid direct conflicts with compatibility planning criteria.

Many community general plans pay little attention to the noise and safety factors associated with airport land use compatibility. Also, some of the designated land uses of property near an airport frequently are contrary to good compatibility planning. It is anticipated that each of the land use jurisdictions affected by this *Compatibility Plan* will need to make some modification to its general plan and/or other land use policy documents in order to meet the plan consistency requirements.

[An initial assessment of the consistency between the current local general plans and the policies set forth in this ALUC *Compatibility Plan* is contained in Appendix H herein.]

Compatibility planning issues can be reflected in a general plan in several ways:

➤ **Incorporate Policies into Existing General Plan Elements** — One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be placed into a safety element, and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element. With this approach, the majority of the *Compatibility Plan* policies would be fully incorporated into a local jurisdiction's general plan.

➤ **Adopt a General Plan Airport Element** — Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a community's general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross referencing and eliminate conflicts would still be necessary.

➤ **Adopt Compatibility Plan as Stand-Alone Document** — Jurisdictions selecting this option would simply adopt as a local policy document the relevant portions of the *Compatibility Plan* — specifically, Chapter 2 and the applicable airport policies and maps from Chapter 3, plus any background information they wish to include. Changes to the community's existing general plan would be minimal. Policy reference to the separate *Compatibility Plan* document would need to be added and any direct land use or other conflicts with compatibility planning criteria would have to be removed. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the *Compatibility Plan*.

- **Implementing Compatibility Policies Solely through Zoning** — This approach is similar to the one above except that the local jurisdiction would not explicitly adopt the *Compatibility Plan* as policy. Instead, the compatibility policies would be restructured either as an airport combining zone ordinance or otherwise incorporated into the criteria specified for regular land use zone districts. Implementation of the compatibility policies would be solely through the zoning ordinance. Policy reference to airport compatibility in the general plan could be as simple as mentioning support for the airport land use commission and stating that policy implementation is by means of the combining zone.

Airport Combining Zone Concept

One mechanism available to local jurisdictions to implement various airport land use compatibility criteria and review procedures is to adopt an airport combining zone ordinance. A combining zone serves as an overlay of standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone. Flood hazard combining zoning is a common example. An airport combining zone ordinance can serve as a convenient means of bringing various airport compatibility criteria into one place.

Airport-related height limit zoning ordinances adopted by the affected Placer County jurisdictions can serve as a starting point for an airport combining zone ordinance. Other components necessary to fully implement ALUC plan policies — structural sound attenuation requirements and provisions for a buyer awareness program, for example — could be added. (An outline of topics which could be addressed in an airport combining zone is included in Appendix F.)

Project Referrals

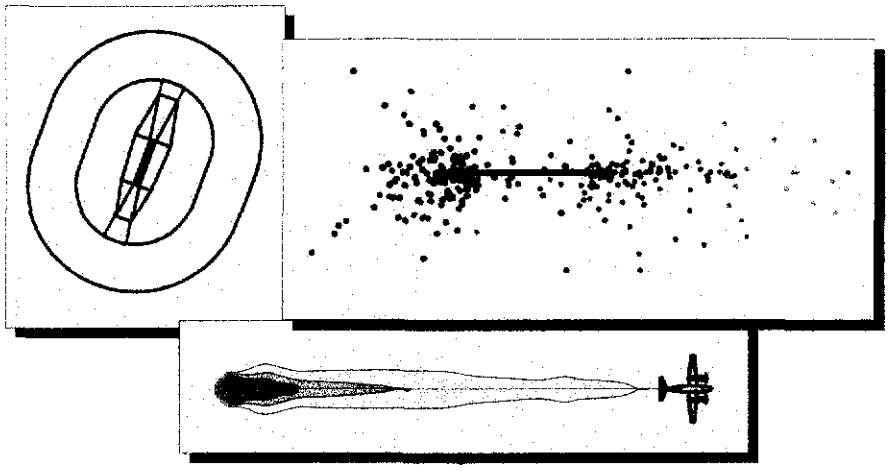
In addition to the types of land use actions for which referral to the ALUC is mandatory in accordance with state law, the *Compatibility Plan* specifies other land use projects which either must or should be submitted for review. These *major land use actions* are defined in Chapter 2. Beginning with when this plan is adopted and until such time as local jurisdictions have made the necessary modifications to their general plans, all of these major land use actions are to be submitted to the commission for review. After local agencies have made their general plans consistent with the *Compatibility Plan*, the ALUC requests that these major actions continue to be submitted on a voluntary basis.

PLAN CONTENTS

The most important components of this plan are found in Chapters 2 and 3. Chapter 2 presents airport compatibility and review policies applicable countywide. Chapter 3 contains the compatibility map for each airport together with individual policies and some explanatory notes for that airport.

The remainder of the document constitutes supporting material. Chapters 4 through 6 contain background information regarding each of the airports in alphabetical sequence. The appendices provide other information related to airport land use planning in general and airport land use commissions in particular.

Countywide Policies 2



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Countywide Policies

1. General Applicability

1.1. Purpose

The purpose of this *Placer County Airport Land Use Compatibility Plan* is to establish procedures and criteria by which, in accordance with the California State Aeronautics Act:

1.1.1. *Placer County Airport Land Use Commission (ALUC)* — The ALUC:

(a) Shall review proposed land use development in Placer County for compatibility with airport activity.

(b) Shall review certain types of airport development proposals which are also subject to ALUC review and are addressed by the *Plan*.

1.1.2. *County of Placer and Affected Cities in the County* — The county and cities:

(a) Shall refer specified land use proposals to the ALUC for review.

(b) Shall each make their *General Plan* and zoning ordinance consistent with the Commission's *Compatibility Plan*.

(c) Can make other planning decisions regarding the lands impacted by airport operations.

1.1.3. *County of Nevada* — The county of Nevada can coordinate with the Placer County ALUC and the county of Placer regarding airport impacts (specifically with regard to Blue Canyon Airport) which overlap the common boundary between the counties.

1.2. Definitions

The following definitions apply for the purposes of the policies set forth in this document (additional terms are defined in the *Glossary*):

1.2.1. *Aeronautics Act* — Except as indicated otherwise, the article of the California Public Utilities Code (Sections 21670 et seq.) pertaining to airport land use commissions.

1.2.2. *Airport* — The Auburn Municipal Airport, Blue Canyon Airport, Lincoln Regional Airport, or any other new public-use airport which might be created within the boundaries of Placer County.

1.2.3. *Airport Influence Area* — An area, as delineated herein, which is routinely affected by aircraft operations at an airport and within which certain land use actions are subject to ALUC review.

1.2.4. *Airport Land Use Commission (ALUC)* — The Placer County Airport Land Use Commission.

1.2.5. *Avigation Easement* — An easement which conveys rights associated with aircraft overflight of a property, including creation of noise, limits on the height of structures and trees, etc. (see *Glossary*)

1.2.6. *Community Noise Equivalent Level (CNEL)* — The noise metric adopted by the state of California for evaluating airport noise impacts. The noise impacts are typically depicted by a set of contours, each of which represents points having the same CNEL value.

1.2.7. *Compatibility Plan* — This document, the *Placer County Airport Land Use Compatibility Plan*.

1.2.8. *Compatibility Zone* — Any of the zones set forth herein for the purposes of assessing land use compatibility within the airport influence area.

1.2.9. *Existing Land Use* — A land use which either physically exists or for which local government commitments along with substantial construction investment by the property owner make it infeasible for the property to be used for anything other than its proposed use. Local government commitment to a proposal can usually be considered firm once a vesting tentative map, development agreement, or other land use entitlement has been approved or all discretionary approvals have been made.

1.2.10. *Federal Aviation Regulations (FAR) Part 77* — The part of Federal Aviation Regulations which deals with objects affecting navigable airspace in the vicinity of airports. Objects which exceed the Part 77 height limits constitute airspace obstructions.

1.2.11. *Height Review Overlay Zone* — Areas of land in the vicinity of an airport where the ground lies above an FAR 77 surface or less than 35 feet beneath such surface.

1.2.12. *Heliport* — A helicopter landing facility for which a Heliport Permit is required from the California Department of Transportation. Public-use and special-use heliports (including those at hospitals) are included within this definition, but helipads located on an airport are excluded.

1.2.13. *Local Jurisdiction* — The county of Placer or any city or other government agency (except agencies of the state or federal government) having jurisdiction over land uses within their boundaries.

1.2.14. *Major Land Use Action* — Actions related to proposed land uses for which compatibility with airport activity is a particular concern, but for which ALUC review is not always mandatory under state law. These types of actions are listed in Policy 1.5.3.

1.2.15. *Nonconforming Use* — In general, a land use, parcel, or building which does not comply with a current land use plan or zoning ordinance, but which was legally permitted at the time the plan or ordinance was adopted. For the purposes of this *Compatibility Plan*, a nonconforming land use is one which exists (see definition of "existing land use" in Policy 1.2.9) as of the plan's adoption date, but which does not conform with the compatibility criteria set forth herein.

1.2.16. *Project; Land Use Action; Development Proposal* — Terms similar in meaning and all referring to the types of land use matters, either publicly or privately sponsored, which are subject to the provisions of this *Compatibility Plan*.

1.3. Geographic Scope

As established by the Placer County Airport Land Use Commission, the geographic scope of the *Placer County Airport Land Use Compatibility Plan* encompasses:

1.3.1. *Airport Influence Area*

(a) All lands on which the uses could be negatively affected by present or future aircraft operations at the following airports in Placer County, as well as lands on which the uses could negatively affect these airports:

(1) Auburn Municipal Airport.

(2) Blue Canyon Airport.

(3) Lincoln Regional Airport.

(b) The specific limits of the influence area for each airport are depicted on the respective *Compatibility Map* for that airport as presented in Chapter 3.

(c) An airport influence area can cross a county line. However, this *Compatibility Plan* is binding only within Placer County.

(1) Of the three airports listed above, Blue Canyon Airport is the only one whose influence area extends into another county — a small portion affects an unincorporated area of Nevada County.

1.3.2. *Countywide Impacts on Flight Safety* — Other lands, regardless of their location in the county, on which certain land use characteristics could adversely affect the safety of flight in the county. The specific uses of concern are identified in Policy 1.5.3.(c).

1.3.3. *New Airports* — The site and environs of any new airport which may be proposed anywhere in the county.

1.3.4. *Heliports* — The site and environs of any public-use or special-use heliport (as defined by the California Department of Transportation) which may exist or be proposed anywhere within Placer County, including incorporated cities.

1.4. Types of Airport Impacts

1.4.1. *Principal Compatibility Concerns* — The Commission is concerned only with the potential impacts related to:

(a) Exposure to aircraft noise;

(b) Land use safety with respect both to people on the ground and the occupants of aircraft;

(c) Protection of airport airspace; and

(d) General concerns related to aircraft overflights.

1.4.2. *Other Airport Impacts* — Other impacts sometimes created by airports (e.g., air pollution, automobile traffic, etc.) are not addressed by these compatibility policies and are not subject to review by the Airport Land Use Commission.

1.5. Types of Actions Reviewed

1.5.1. *Actions Which Always Require ALUC Review* — As required by state law, the following types of actions shall be referred to the Airport Land Use Commission for determination of consistency with the Commission's *Plan* prior to their approval by the local jurisdiction:

(a) The adoption or approval of any amendment to a general or specific plan affecting the property within an airport influence area (State Aeronautics Act Section 21676(b)).

(b) The adoption or approval of a zoning ordinance or building regulation which (1) affects property within an airport influence area, and (2) involves the types of airport impact concerns listed in Section 1.4 (State Aeronautics Act Section 21676(b)).

(c) Adoption or modification of the master plan for an existing public-use airport (State Aeronautics Act Section 21676(c)).

(d) Any proposal for expansion of an existing airport or heliport if such expansion will require an amended airport permit from the state of California (State Aeronautics Act Section 21664.5).

(e) Any proposal for a new airport or heliport whether for public use or private use (State Aeronautics Act Section 21661.5) if the facility requires a state airport permit.

1.5.2. *Other Land Use Actions Subject to ALUC Review* — In addition to the above types of land use actions for which ALUC review is mandatory, other types of land use actions are subject to review under the following circumstances:

(a) Until such time as (1) the Commission finds that a local agency's general plan or specific plan is consistent with the *Airport Land Use Compatibility Plan*, or (2) the local agency has overruled the Commission's determination of inconsistency, state law requires the local agency to refer all actions, regulations, and permits involving land within an airport influence area to the Commission for review (State Aeronautics Act Section 21676.5(a)). Only those actions which the ALUC elects not to review are exempt from this requirement. Commission policy is that only the *major land use actions* listed in Policy 1.5.3 shall be submitted for review.

(b) After a local agency has revised its general plan or specific plan or has overruled the Commission, the Commission no longer has authority under state law to require that all actions, regulations, and permits be referred for review. However, the Commission and the local agency can agree that the Commission should continue to review individual projects in an advisory capacity.

(1) The Commission requests local agencies to continue to submit *major land use actions* as listed in Policy 1.5.3.

(2) Review of these actions is requested only if a review has not previously been conducted as part of a general plan, specific plan, or zoning ordinance action or if sufficient project-level detail to enable a full assessment of compatibility was not available at the time of a previous review.

(c) Proposed redevelopment of a property for which the existing use is consistent with the general plan and/or specific plan, but nonconforming with the compatibility criteria set forth in this plan, shall be subject to ALUC review. (Also see Policies 2.4.4.(a) and 2.4.4.(b).)

(d) Proposed land use actions covered by Paragraphs (a), (b), and (c) above shall initially be reviewed by the ALUC Secretary. If the Secretary determines that significant compatibility issues are evident, the proposal shall be forwarded to the Commission for review and decision. The Commission authorizes the Secretary to approve proposed actions having no apparent compatibility issues of significance.

1.5.3. *Major Land Use Actions* — The scope or character of certain *major land use actions,* as listed below, is such that their compatibility with airport activity is a potential concern. Even though these actions may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment of compliance with the compatibility criteria set forth herein, ALUC review of these actions may be warranted. The circumstances under which ALUC review of these actions is to be conducted are indicated in Policy 1.5.2 above.

(a) Actions affecting land uses within any compatibility zones except *Zone D.*

(1) Any proposed expansion of the sphere of influence of a city or special district.

(2) Proposed residential development, including land divisions, consisting of 20 or more acres.

(3) Any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater unless only ministerial approval (e.g., a building permit) is required.

(4) Major capital improvements (e.g., water, sewer, or roads) which would promote urban uses in undeveloped or agricultural areas where such uses are not reflected in a previously reviewed general plan or specific plan.

(5) Proposed land acquisition by a government entity for any facility accommodating a congregation of people (for example, a school or hospital).

(6) Any off-airport, nonaviation use of land within *Compatibility Zone A.*

(7) Proposals for new development (including buildings, antennas, and other structures) having a height of more than:

(8) 35 feet within *Compatibility Zone B1, B2,* or a *Height Review Overlay Zone;*
- 70 feet within *Compatibility Zone C1;* or
- 150 feet within *Compatibility Zones C2* or *D.*

(9) Any obstruction reviewed by the Federal Aviation Administration in accordance with Part 77 of the Federal Aviation Regulations which receives a finding of anything other than "not a hazard to air navigation."

(10) Any project having the potential to create electrical or visual hazards to aircraft in flight, including:
- Electrical interference with radio communications or navigational signals;
- Lighting which could be mistaken for airport lighting;
- Glare in the eyes of pilots of aircraft using the airport; and
- Impaired visibility near the airport.

(11) Projects having the potential to cause increased attraction of birds to the vicinity of an airport.

(b) Proposed nonaviation development of airport property if such development has not previously been included in an airport master plan or community general plan reviewed by the Commission.

(c) Regardless of location within Placer County, any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground level at the site. (Such structures also require notification to the Federal Aviation Administration in accordance with Federal Aviation Regulations, Part 77, Paragraph 77.13(a)(1).)

(d) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities.

1.5.4. *Intercounty Coordination* — Where an airport influence area crosses the Placer County line, affected jurisdictions outside Placer County are asked to maintain coordination with the Placer County ALUC on airport land use compatibility issues. In particular:

(a) The county of Nevada should inform the Placer County ALUC regarding proposed land use actions affecting the portion of the Blue Canyon Airport influence area which lies within Nevada County jurisdiction (see Chapter 3, Figure 3B).

(b) Any other county adjacent to Placer County or any city or other agency within such counties which may be considering proposed establishment or expansion of an airport within three miles (or heliport within one mile) of the Placer County boundary should inform the Placer County ALUC of such proposal.

2. Review of Land Use Actions

2.1. General

2.1.1. *Timing of Project Submittal* — Proposed actions listed in Section 1.5 must be submitted to the Commission for review prior to approval by the local government entity. All projects should be referred to the Commission at the earliest reasonable point in time so that the Commission's (or ALUC Secretary's) review can be duly considered by the local jurisdiction prior to formalizing its actions. At the local agency's discretion, submittal of a project for Airport Land Use Commission review can be done before, after, or concurrently with review by the local planning commission or other local advisory bodies. This discretion gives the local agency the ability to obtain the ALUC review at the most effective point in the review process. The timing may vary depending upon the nature of the specific project.

2.1.2. *Public Input* — Before acting on any plan, regulation, or other land use proposal under consideration, the Commission shall provide public notice and obtain public input where applicable (State Aeronautics Act Section 21675.2(d)).

2.2. Review Process for Community Land Use Plans and Ordinances

2.2.1. *Initial ALUC Review of General Plan Consistency* — In conjunction with adoption of this *Airport Land Use Compatibility Plan*, the Commission shall review the general plans and specific plans of affected local jurisdictions to determine their consistency with the Commission's policies.

(a) Within 180 days of the Commission's adoption or amendment of the *Airport Land Use Compatibility Plan*, each local agency must amend its general plan and any applicable specific plan to be consistent with the Commission's *Plan* or, alternatively, adopt findings and override the Commission in accordance with Section 21676(b) of the Public Utilities Code (Government Code Section 65302.3).

(b) To facilitate this process, the local agency should submit a draft of the proposed amendment to the Commission for comment prior to taking action on the proposal.

2.2.2. *Subsequent Reviews of Community Land Use Plans and Ordinances* — As indicated in Policies 1.5.1.(a) and 1.5.1.(b), prior to taking action on an amendment of a general plan or specific plan or the addition or approval of a zoning ordinance or building regulation affecting an airport influence area as defined herein, local agencies must submit the proposed plan, ordinance, or regulation to the Commission for review. Subsequent land use development which is consistent with applicable, previously reviewed, local plans, ordinances, and regulations is subject to Commission review only under the conditions indicated in Policy 1.5.2.

2.2.3. *Commission Action Choices* — When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the *Compatibility Plan*, the Airport Land Use Commission has three choices of action:

(a) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*. To make such a finding with regard to a general plan, the conditions identified in Policy 2.4.3 must be met.

(b) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*, subject to conditions and/or modifications which the Commission may specify.

(c) Find the plan, ordinance, or regulation inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission shall note the specific conflicts upon which its determination is based.

2.2.4. *Response Time* — The Airport Land Use Commission must respond to a local agency's request for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation within 60 days from the date of referral (State Aeronautics Act Section 21676(d)).

(a) If the Commission fails to make a determination within that period, the proposed action shall be deemed consistent with the *Compatibility Plan*.

(b) Regardless of Commission action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.

(c) The referring agency shall be notified of the Commission's action in writing.

2.3. Review Process for Major Land Use Actions

2.3.1. *Project Submittal Information* — A proposed major land use action submitted to the Commission (or to the ALUC Secretary) for review shall include the following information:

(a) Property location data (assessor's parcel number, street address, subdivision lot number).

(b) An accurately scaled map showing the relationship of the project site to the airport boundary and runways.

(c) A description of existing and proposed land uses.

(d) The type of land use action being sought from the local jurisdiction (e.g., zoning change, building permit, etc.).

(e) For residential uses, an indication of the potential or proposed number of dwelling units per acre (including any secondary units on a parcel); or, for nonresidential uses, the number of people potentially occupying the total site or portions thereof at any one time.

(f) If applicable, a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees.

(g) Identification of any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight.

(h) An environmental document, if one has been prepared and it addresses airport compatibility issues.

(i) Other relevant information which the Commission or its staff determine to be necessary to enable a comprehensive review of the proposal.

2.3.2. *ALUC Secretary's Choices* — When reviewing major land use actions in accordance with Policy 1.5.2.(d), the ALUC Secretary has two choices of action:

(a) Find that the proposed project does not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in this plan. The Secretary is authorized to approve such projects on behalf of the Commission.

(b) Find that the proposed project may be inconsistent with the *Compatibility Plan*. The Secretary shall forward any such project to the Commission for a consistency determination.

2.3.3. *Commission Action Choices* — When reviewing a major land use project proposal, the Airport Land Use Commission has three choices of action:

(a) Find the project consistent with the *Compatibility Plan*.

(b) Find the project consistent with the *Compatibility Plan*, subject to compliance with such conditions as the Commission may specify. Any such conditions should be limited in scope and described in a manner which allows compliance to be clearly assessed (e.g., the height of a structure).

(c) Find the project inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission shall note the specific conflicts upon which the determination is based.

2.3.4. *Response Time* — State law does not set a time limit for airport land use commissions to review land use actions other than amendment of a general plan or specific plan or the addition or approval of a zoning ordinance or building regulation. Nevertheless, the policy of the Placer County Airport Land Use Commission is that:

(a) Reviews by the ALUC Secretary shall be completed within 14 days of when the project is submitted.

(b) Reviews of projects forwarded to the Commission for a consistency determination shall be completed within 60 days of the date of project referral.

(c) The date of referral is deemed to be the date on which all applicable project submittal information as listed in Policy 2.3.1 is received by the Commission Secretary.

(d) If the ALUC Secretary or the Commission fail to make a determination within the above time periods, the proposed action shall be deemed consistent with the *Compatibility Plan*.

(e) Regardless of action or failure to act on the part of the ALUC Secretary or the Commission, the proposed action still must comply with other applicable local, state, and federal regulations and laws.

(f) The referring agency shall be notified of the ALUC Secretary's and/or the Commission's action in writing.

2.3.5. *Subsequent Review* — Once a project has been found consistent with the *Compatibility Plan*, it need not be referred for review at subsequent stages of the planning process (e.g., for a use permit after a zoning change has been reviewed) unless:

(a) Insufficient information was available at the time of the ALUC's original review of the project to assess whether the proposal would be fully in compliance with compatibility criteria (e.g., the site layout and structure height might not be known at the time a general plan change or zoning amendment is requested).

(b) The design of the project subsequently changes in a manner which could raise questions as to the validity of a previous finding of compatibility. Specifically:

(1) An increase in the number of dwelling units, intensity of use (more people on the site), or other usage characteristics to levels exceeding the criteria set forth in this plan;

(2) An increase in the height of structures such that the height limits established herein would be exceeded;

(3) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site) to the extent that site design was an issue in the initial project review; and/or

(4) Any significant change to a proposed project for which a special exception was granted in accordance with Policy 2.4.4.(e).

(c) The local jurisdiction concludes that further review is warranted.

2.4. Review Criteria for Land Use Actions

2.4.1. *Primary Land Use Compatibility Criteria* — The primary criteria for assessing whether a land use plan, ordinance, or development proposal is to be judged compatible with a nearby airport are set forth in the Primary Compatibility Criteria matrix, Table 2A. These criteria are to be used in conjunction with the compatibility map and policies for each airport as presented in Chapter 3.

2.4.2. *Function of Supporting Criteria* — The Primary Compatibility Criteria matrix represents a compilation of compatibility criteria associated with each of the four types of airport impacts listed in Section 1.4. For the purposes of reviewing proposed amendments to community land use plans and zoning ordinances, as well as in the review of most individual development proposals, the criteria in the matrix are anticipated to suffice. However, certain complex land use actions may

require more intensive review. The Commission may refer to the supporting criteria, as listed in Section 4, to clarify or supplement its review of such actions.

2.4.3. *General Plan Consistency with Compatibility Plan* — In order for a general plan to be considered consistent with the *Compatibility Plan*, both of the following must be accomplished:

(a) No direct conflicts can exist between the two plans.

(1) Direct conflicts primarily involve general plan land use designations which do not meet the density or intensity criteria specified in the *Compatibility Plan* although conflicts with regard to other policies also may exist.

(2) Note, however, that a general plan cannot be found inconsistent with the *Compatibility Plan* because of land use designations which reflect existing land uses even if those designations conflict with the ALUC's compatibility criteria. Because ALUCs have no authority over existing land uses, general plan land use designations which merely reflect the existing uses for such parcels are, in effect, excluded from requirements for general plan consistency with the ALUC plan. This exception is applicable only if the general plan includes policies setting limitations on expansion and reconstruction of nonconforming uses consistent with Policies 2.4.4.(a) and 2.4.4.(b).

(b) Provisions must be made for evaluation of proposed land use development situated within an airport influence area relative to the compatibility criteria set forth in the *Compatibility Plan*.

(1) Even if the land use designations in a general plan have been deemed consistent with the *Compatibility Plan*, evaluation of the proposed development relative to the land use designations alone is usually insufficient. General plans typically do not contain the detailed airport land use compatibility criteria necessary for a complete compatibility evaluation of proposed development.

(2) Local jurisdictions have the following choices for satisfying this evaluation requirement:

- The general plan and/or referenced implementing ordinances and regulations must contain sufficient detail to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the *Compatibility Plan*;
- The *Compatibility Plan* must be adopted by reference; and/or
- The general plan must indicate that all major land use actions, as listed in Policy 1.5.3 or otherwise agreed to by the ALUC, shall be referred to the Commission for review in accordance with the policies of Section 2.3.

2.4.4. *Special Conditions*

(a) *Nonconforming Uses* — Existing uses (including a parcel or building) not in conformance with this *Compatibility Plan* may only be expanded as follows:

(1) Nonconforming residential uses may be expanded in building size provided that the expansion does not result in more dwelling units than currently exist on the parcel.

(2) A nonconforming nonresidential development may be continued, modified, transferred, or sold, provided that no such use shall be expanded in area or increased in intensity (the number of people per acre) above the levels existing at the time of adoption of this plan.

(b) *Reconstruction* — An existing nonconforming development which has been fully or partially destroyed may be rebuilt only under the following conditions:

(1) Nonconforming residential uses may be rebuilt provided that the expansion does not result in more dwelling units than existed on the parcel at the time of the damage.

(2) A nonconforming nonresidential development may be rebuilt provided that it has been only partially destroyed and that the reconstruction does not increase the floor area of the previous structure or result in an increased intensity of use (i.e., more people per acre). Partial destruction shall be considered to mean damage which can be repaired at a cost of no more than 75% of the assessor's full cash value of the structure at the time of the damage.

(3) Any nonresidential use which has been more than 75% destroyed must comply with all applicable standards herein when reconstructed.

(4) Reconstruction under Paragraphs (1) or (2) above must begin within 24 months of the date the damage occurred.

(5) The above exceptions do no apply within *Zone A* or where such reconstruction would be in conflict with a county or city general plan or zoning ordinance.

(6) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.

(c) *Development by Right* — Nothing in these policies prohibits construction of a single-family home on a legal lot of record if such use is permitted by local land use regulations.

(d) *Parcels Lying within Two or More Compatibility Zones* — For the purposes of evaluating consistency with the compatibility criteria set forth herein, any parcel which is split by compatibility zone boundaries shall be considered as if it

were multiple parcels divided at the compatibility zone boundary line. However, the intensity of development allowed within the more restricted portion of the parcel can (and is encouraged to) be transferred to the less restricted portion even if the resulting development in the latter area then exceeds the criteria for that compatibility zone.

(e) *Other Special Conditions* — The compatibility criteria set forth in this plan are intended to be applicable to all locations within each airport's influence area. However, it is recognized that there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site.

(1) After due consideration of all the factors involved in such situations, the Commission may find a normally incompatible use to be acceptable.

(2) In reaching such a decision, the Commission shall make specific findings as to why the exception is being made and that the land use will not create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances which warrant the policy exception.

(3) The burden for demonstrating that special conditions apply to a particular development proposal rests with the project proponent and/or the referring agency, not with the ALUC.

(4) The granting of a special conditions exception shall be considered site specific and shall not be generalized to include other sites.

(5) Special conditions which warrant general application in all or part of the influence area of one airport, but not at other airports, are set forth in Chapter 3 of this *Compatibility Plan*.

Zone	Locations	Maximum Densities / Intensities					Additional Criteria	
		Residential (du/ac) [1]	Other Uses (people/ac) [2]			Req'd Open Land [3]	Prohibited Uses [4]	Other Development Conditions [5]
			Average [6]	Single Acre [7]	with Bonus [8]			
A	Runway Protection Zone and within Building Restriction Line	0	10	same	same	All Remaining	▸ All structures except ones with location set by aeronautical function ▸ Assemblages of people ▸ Objects exceeding FAR Part 77 height limits ▸ Storage of hazardous materials ▸ Hazards to flight [9]	▸ Avigation easement dedication
B1	Approach/Departure Zone	0.1 (10-acre parcel)	25	50	65	30%	▸ Children's schools, day care centers, libraries ▸ Hospitals, nursing homes ▸ Highly noise-sensitive uses (e.g., outdoor theaters) ▸ Aboveground bulk storage of hazardous materials [10] ▸ Hazards to flight [9]	▸ Locate structures maximum distance from extended runway centerline ▸ Minimum NLR of 25 dB in residential and office buildings [11] ▸ Airspace review required for objects >35 feet tall [12] ▸ Avigation easement dedication
B2	Adjacent to Runway	0.1 (10-acre parcel)	50	100	130	No Req't	Same as Zone B1	▸ Locate structures maximum distance from runway ▸ Minimum NLR of 25 dB in residential and office buildings [11] ▸ Airspace review required for objects >35 feet tall [12] ▸ Avigation easement dedication
C1	Extended Approach/Departure Zone and Primary Traffic Pattern	0.5 (2-acre parcel)	75	150	195	20%	▸ Children's schools, libraries ▸ Hospitals, nursing homes ▸ Highly noise-sensitive uses (e.g., outdoor theaters) ▸ Hazards to flight [9]	▸ Minimum NLR of 20 dB in residences (including mobile homes) and office buildings [11] ▸ Airspace review required for objects >70 feet tall ▸ Deed notice required
C2	Other Traffic Pattern	No Limit	100	300	390	10%	▸ Children's schools ▸ Hospitals, nursing homes ▸ Buildings with >3 habitable floors above ground ▸ Hazards to flight [9]	▸ Deed notice required ▸ Airspace review required for objects >150 feet tall
D	Other Airport Environs	No Limit		No Limit [13]		No Req't	▸ Spectator-oriented sports stadiums; amphitheaters; concert halls [13] ▸ Hazards to flight [9]	▸ Airspace review required for objects >150 feet tall
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	▸ Airspace review required for objects >35 feet tall [12] ▸ Avigation easement dedication required

Table 2A

Primary Compatibility Criteria

Placer County Airport Land Use Compatibility Plan

NOTES:

1 Residential development should not contain more than the indicated number of dwelling units (both primary and secondary) per gross acre. Clustering of units is encouraged — see Policy 4.2.6 for limitations.

2 Usage calculations shall include all people who may be on the property (e.g., employees, customers/visitors, etc.) both indoors and outside. These criteria are intended as general planning guidelines to aid in determining the acceptability of proposed land uses. Additional guidance is provided by Appendix C.

Note: For *unincorporated* areas of Placer County, the number of people assumed to occupy a property shall be calculated as equalling the number of parking spaces typically required in the applicable zoning district times the following:

- 2.0 people per parking space for restaurants, theaters, meeting halls, churches, sports facilities, and other indoor or outdoor places of public assembly;
- 1.5 people per parking space for all other uses.

See Appendix C for a sample calculation.

3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (*10 acres or more*) *development* projects. See supporting compatibility policies on safety (Policy 4.2.5) for definition of open land.

4 The uses listed here are ones which are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

5 Airport proximity and the existence of aircraft overflights should be disclosed as part of all real estate transactions involving property within any of the airport influence area zones. Easement dedication and deed notice requirements apply only to new development.

6 The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

7 Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.6 for details.

8 An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.7 for details.

9 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development which may cause the attraction of birds to increase is also prohibited. See the supporting compatibility policies on airspace protection (Policies 4.3.2 and 4.3.5) for details.

10 *Storage of aviation fuel and other aviation-related flammable materials* on the airport is exempted from this criterion. Storage of up to 2,000 gallons of nonaviation flammable materials is also exempted.

11 NLR = Noise Level Reduction; the outside-to-inside sound level attenuation which the structure provides. See the supporting compatibility policy on interior noise (Policy 4.1.5) for details.

12 Objects up to 35 feet in height are permitted; however, the Federal Aviation Administration may require marking and lighting of certain objects. See supporting compatibility policy on height restrictions (Policy 4.3.2) for details.

13 Although no explicit upper limit on usage intensity is defined for *Zone D*, land uses of the types listed — uses which attract very high concentrations of people in confined areas — are generally prohibited. This limitation notwithstanding, no use shall be prohibited in *Zone D* if its usage intensity is such that it would be permitted in *Zone C2*.

Source: Shutt Moen Associates (October 25, 2000)

Table 2A, Continued

3. REVIEW OF AIRPORT MASTER PLANS AND DEVELOPMENT PLANS

3.1. Review Process

3.1.1. *Project Submittal Information* — An airport master plan or development plan submitted to the Commission for review shall contain sufficient information to enable the Commission to adequately assess the noise, safety, airspace protection, and overflight impacts of airport activity upon surrounding land uses. A master plan report should be submitted, if available. At a minimum, information to be submitted shall include:

(a) A layout plan drawing of the proposed facility showing the location of: (1) property boundaries; (2) runways or helicopter takeoff and landing areas; (3) runway or helipad protection zones; and (4) aircraft or helicopter approach/departure flight routes.

(b) Airspace surfaces in accordance with Federal Aviation Regulations, Part 77.

(c) Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility, the percentage of day versus night operations, and the distribution of takeoffs and landings for each runway direction.

(d) Proposed flight track locations and projected noise contours or other relevant noise impact data.

(e) A map showing existing and planned land uses in the areas affected by aircraft activity associated with implementation of the proposed master plan or development plan.

(f) An environmental document, if one has been prepared and it addresses airport land use compatibility issues.

(g) Identification and proposed mitigation of impacts on surrounding land uses.

3.1.2. *Commission Action Choices for Plans of Existing Airports* — When reviewing airport master plans or expansion plans for existing airports, the Commission has three action choices:

(a) Find the airport plan consistent with the *Airport Land Use Compatibility Plan*.

(b) Find the airport plan inconsistent with the Commission's *Plan*.

(c) Modify the *Airport Land Use Compatibility Plan* (after duly noticed public hearing) to reflect the assumptions and proposals in the airport plan.

3.1.3. *Commission Action Choices for Reviews of New Airports or Heliports* — When reviewing proposals for new airports or heliports, the Commission's choices of action are:

(a) Approve the proposal as being consistent with the specific review policies listed in Section 3.3 below.

(b) Approve the proposal and adopt a *Compatibility Plan* for that facility. State law requires adoption of such a plan if the airport or heliport will be a public-use facility (State Aeronautics Act Section 21675(a)).

(c) Disapprove the proposal on the basis that the noise, safety, airspace protection, and overflight impacts it would have on surrounding land uses are not adequately mitigated.

3.1.4. *Response Time* — The Airport Land Use Commission must respond to a local agency's submittal of an airport master plan or development plan within 60 days from the date of referral (State Aeronautics Act Section 21676(d)).

(a) If the Commission fails to make a determination within that period, the proposed action shall be deemed consistent with the *Compatibility Plan*.

(b) Regardless of Commission action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.

(c) The referring agency shall be notified of the Commission's action in writing.

3.2. Review Criteria for Master or Development Plans of Existing Airports

3.2.1. *Substance of Review* — When reviewing airport master plans or development plans for existing airports, the Commission shall determine whether activity forecasts or proposed facility development identified in the plan differ from the forecasts and development assumed for that airport in this *Airport Land Use Compatibility Plan*. Attention should specifically focus on:

(a) Activity forecasts that are: (1) significantly higher than those in the *Airport Land Use Compatibility Plan*; or which (2) include a higher proportion of larger or noisier aircraft.

(b) Proposals to: (1) construct a new runway or helicopter takeoff and landing area; (2) change the length, width, or landing threshold location of an existing runway; or (3) establish an instrument approach procedure.

3.2.2. *Consistency Determination* — The Commission shall determine whether the proposed airport plan or development plan is consistent with the *Airport Land Use Compatibility Plan*. The Commission shall base its determination of consistency on findings that the forecasts and development identified in the airport plan would not result in greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are assumed in the *Airport Land Use Compatibility Plan*.

3.3. Review Criteria for Proposed New Airports or Heliports

3.3.1. *Substance of Review* — In reviewing proposals for new airports and heliports, the Commission shall focus on the noise, safety, airspace protection, and overflight impacts upon surrounding land uses.

(a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of Commission review.

(b) The Commission shall evaluate the adequacy of the proposed facility design (in terms of federal and state standards) only to the extent that the design affects surrounding land use.

(c) The Commission must base its review on the proposed airfield design. The Commission does not have the authority to require alterations to the airfield design.

3.3.2. *Airport/Land Use Relationships* — The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses. Questions to be considered should include:

(a) Would the existing or planned land uses be considered incompatible with the airport or heliport if the latter were already in existence?

(b) What measures are included in the airport or heliport proposal to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses? Such measures might include: (1) location of flight tracks so as to minimize the impacts; (2) other operational procedures to minimize impacts; (3) installation of noise barriers or structural noise insulation; (4) acquisition of property interests (fee title or easements) on the impacted land.

4. SUPPORTING COMPATIBILITY CRITERIA

4.1. Noise

4.1.1. *Projected Noise Levels* — The evaluation of airport/land use noise compatibility shall consider the *future* Community Noise Equivalent Level (CNEL) contours of each airport as depicted in Chapters 4, 5, and 6 of this plan. These contours are calculated based upon aircraft activity forecasts which are set forth in an airport master plan or which are considered by the Placer County Airport Land Use Commission to be plausible (refer to activity data in Chapters 4, 5, and 6). The Airport Land Use Commission or the entities which operate airports in Placer County should periodically review the projected noise level contours and update them if appropriate.

4.1.2. *Application of Noise Contours* — The locations of CNEL contours are among the factors used to define compatibility zone boundaries and criteria. It is intended that noise compatibility criteria be applied at the general plan, specific plan, or other broad-scale level. Because of the inherent variability of flight paths and other factors that influence noise emissions, the depicted contour boundaries are not absolute determinants of the compatibility or incompatibility of a given land use. Noise contours can only quantify noise impacts in a general manner; except on large parcels or blocks of land (sites large enough to have 3 dB or more of variation in CNELs), they should *not* be used as site design criteria. (Note, though, that the airport noise contours set forth in this *Plan* are to be used as the basis for determining compliance with interior noise level criteria as listed in Policy 4.1.5.)

4.1.3. *Noise Exposure in Residential Areas* — The maximum CNEL considered normally acceptable for residential uses in the vicinity of the airports covered by this *Plan* is 60 dB.

4.1.4. *Noise Exposure for Other Land Uses* — Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in Table 2B.

4.1.5. *Interior Noise Levels* — Land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.

(a) The maximum, aircraft-related, interior noise level which shall be considered acceptable for land uses near airports is 45 dB CNEL in:

- Living and sleeping areas of single- or multi-family residences;
- Hotels and motels;
- Hospitals and nursing homes;
- Churches, meeting halls, office buildings, and mortuaries; and
- Schools, libraries, and museums.

(b) The noise contours depicted in Chapters 4, 5, and 6 of this *Plan* shall be used in calculating compliance with these criteria. Also, the calculations should assume that windows are closed.

(c) When reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with these criteria shall be submitted to the ALUC under the following circumstances:

(1) Any mobile home situated within an airport's 55-dB CNEL contour. [A typical mobile home has an exterior-to-interior noise level reduction (NLR) of approximately 15 dB with windows closed.]

(2) Any single- or multi-family residence situated within an airport's 60-dB CNEL contour. [Wood frame buildings constructed to meet 1990s standards for energy efficiency typically have an NLR of approximately 20 dB with windows closed.]

(3) Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated with an airport's 65-dB CNEL contour.

4.1.6. *Engine Run-Up and Testing Noise* — ALUC consideration of noise from these activities shall be limited as follows:

(a) Aircraft noise associated with pre-flight engine run-ups, taxiing of aircraft to and from runways, and other operation of aircraft on the ground is considered part of airport operations and therefore is not subject to ALUC authority.

(1) However, the Commission may take into account noise from these sources when reviewing the compatibility of proposed land uses near the airport to the extent that this noise is reflected in airport noise contours approved by the airport proprietor and the Commission.

(2) Noise from aircraft ground operations also should be considered by the Commission when reviewing airport master plans or development plans in accordance with Section 3 herein.

Land Use Category	CNEL (dB) 50–55	55–60	60–65	65–70	70–75
Residential					
single-family, nursing homes, mobile homes	++	+	–	– –	– –
multi-family, apartments, condominiums	++	+	o	– –	– –
Public					
schools, libraries, hospitals	+	o	–	– –	– –
churches, auditoriums, concert halls	+	o	o	–	– –
transportation, parking, cemeteries	++	++	++	+	o
Commercial and Industrial					
offices, retail trade	++	+	o	o	–
service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
cropland	++	++	++	++	+
livestock breeding	++	+	o	o	–
parks, playgrounds, zoos	++	+	+	o	–
golf courses, riding stables, water recreation	++	++	+	o	o
outdoor spectator sports	++	+	+	o	–
amphitheaters	+	o	–	– –	– –

Land Use Acceptability		Interpretation/Comments
++	*Clearly Acceptable*	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+	*Normally Acceptable*	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o	*Marginally Acceptable*	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
–	*Normally Unacceptable*	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
– –	*Clearly Unacceptable*	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

Source: Shutt Moen Associates (October 25, 2000)

Table 2B

Noise Compatibility Criteria

Placer County Airport Land Use Compatibility Plan

(b) Noise from the testing of aircraft engines on airport property is not deemed an activity inherent in the operation of an airport and thus it is not an airport-related impact addressed by this *Compatibility Plan*. Noise from these sources should be addressed by the noise policies of local agencies in the same manner as noise from other industrial sources. (Engine testing noise is not normally included in the noise contours prepared for an airport. However, aircraft noise modeling programs have the capability of including noise from this source. At airports where engine testing takes place or is proposed, the ALUC may need to ascertain whether the noise was or was not included in the noise contour calculations.)

4.1.7. *Construction of New or Expanded Airports or Heliports* — Any proposed construction of a new airport or heliport or expansion of facilities at an existing airport or heliport which would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant if:

(a) In locations having an existing ambient noise level of less than 60 dB CNEL, the project would increase the noise level by 5.0 dB or more.

(b) In locations having an existing ambient noise level of between 60 and 65 dB CNEL, the project would increase the noise level by 3.0 dB or more.

(c) In locations having an existing ambient noise level of more than 65 dB CNEL, the project would increase the noise level by 1.5 dB or more.

4.2. Safety

4.2.1. *Objective* — The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing.

(a) Risks both to people and property in the vicinity of an airport and to people on board the aircraft shall be considered.

(b) More stringent land use controls shall be applied to the areas with greater potential risk.

4.2.2. *Risks to People on the Ground* — The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents. (Methods for determining the concentration of people for various land uses are provided in Appendix C.)

4.2.3. *Land Uses of Particular Concern* — Land uses of particular concern are ones in which the occupants have reduced effective mobility or are unable to respond to emergency situations. Children's schools and day care centers (with 7 or more children), hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped shall be prohibited within all *Compatibility Zones* except *Zone D*.

(a) This general policy may be superseded by airport specific policies (see Chapter 3).

(b) Hospitals are medical facilities which include provision for overnight stays by patients. Medical clinics are permitted in *Compatibility Zones C1* and *C2* provided that these facilities meet the maximum intensity standards found in Table 2A, *Primary Compatibility Criteria*.

4.2.4. *Other Risks* — Storage of fuel and other hazardous materials within the airport environs is restricted as follows:

(a) Within *Compatibility Zone A*, storage of any such substance is prohibited.

(b) Within *Compatibility Zones B1* and *B2*, only the following is permitted:

(1) Fuel or hazardous substances stored in underground tanks.

(2) On-airport storage of aviation fuel and other aviation-related flammable materials.

(3) Up to 2,000 gallon of nonaviation flammable materials.

4.2.5. *Open Land* — In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.

(a) To qualify as open land, an area should be:

(1) Free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.

(2) Have minimum dimensions of approximately 75 feet by 300 feet.

(b) Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.

(c) Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identifica-

tion of open land areas must initially be accomplished at the general plan or specific plan level or as part of large-acreage projects.

(d) Clustering of development and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas.

(e) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the influence area of airports covered by this *Compatibility Plan* in order to assure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.

4.2.6. *Limitations on Clustering* — Policy 4.2.5.(d) notwithstanding, limitations shall be set on the maximum degree of clustering or usage intensity acceptable within a portion of a large project site.

(a) Clustering of new residential development shall be limited as follows:

(1) *Zone A:* Not applicable.

(2) *Zones B1* and *B2*: Maximum of 4 dwelling units per any individual acre. Buildings shall be located as far as practical from the extended runway centerline and shall be limited to a maximum of two stories in height.

(3) *Zone C1:* No limit except that buildings shall be a maximum of three stories in height.

(4) *Zones C2 and D:* No limit.

(b) Unless special design measures as listed in Policy 4.2.7 are utilized, usage intensity of new nonresidential development shall be limited as follows:

(1) *Zone A:* No clustering permitted.

(2) *Zone B1:* Maximum of 50 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Office buildings with three or more floors, retail stores with two or more floors, fast-food establishments, large shopping centers (500,000 or more square feet), theaters, motels, and similar uses typically do not comply with this criterion.

(3) *Zone B2:* Maximum of 100 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Office buildings with three or more floors, retail stores with two or more floors, large shopping centers (500,000 or more square feet), theaters, motels, and similar uses typically do not comply with this criterion.

(4) *Zone C1:* Maximum of 150 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Large shopping centers (500,000 or more square feet), theaters, motels and

hotels with three or more floors, and similar uses typically do not comply with this criterion.

(5) *Zone C2:* Maximum of 300 people per any individual acre (i.e., a maximum of triple the average intensity criterion set in Table 2A).

(6) *Zone D:* No limit.

(c) For the purposes of the above policies, the one-acre areas to be evaluated shall be squares (209 feet by 209 feet).

(d) In no case shall a proposed development be designed to accommodate more than the total number of dwelling units per acre (for residential uses) or people per acre (for nonresidential uses) indicated in Table 2A times the gross acreage of the project site. A project site may include multiple parcels. Gross acreage equals the property acreage plus a share of adjacent roads. Appendix D lists examples of the types of land uses which are potentially compatible under these criteria and the types of land uses which are considered incompatible.

4.2.7. *Risk Reduction Through Building Design* — In *Zones B1, B2, C1,* and *C2,* the number of people permitted to occupy a single nonresidential building may be increased by a factor of up to 1.3 times the limitations set by the preceding policy on clustering if special measures are taken to reduce the risks to building occupants in the event that the building is struck by an aircraft.

(a) Building design features which would enable application of an intensity bonus include, but are not limited to, the following:

- Using concrete walls;
- Limiting the number and size of windows;
- Upgrading the strength of the building roof;
- Avoiding skylights;
- Enhancing the fire sprinkler system;
- Limiting buildings to a single story; and
- Increasing the number of emergency exits.

(b) Project proponents who wish to request an intensity bonus must include appropriate details of the building design along with their project review application.

(c) Intensity bonuses shall be considered and approved by affected local jurisdictions on a case-by-case basis. The criteria to be used by each jurisdiction when considering intensity bonus requests shall be reviewed and approved by the ALUC as part of the general plan consistency process.

4.3. Airspace Protection

4.3.1. *Basis for Height Limits* — The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport shall be based upon: Part 77, Subpart C, of the Federal Aviation Regulations (FAR); the United States Standard for Terminal Instrument Procedures (TERPS); and applicable airport design standards published by the Federal Aviation Administration. Airspace plans depicting the critical areas for airspace protection around each of the airports covered by this *Compatibility Plan* are depicted in Chapters 4, 5, and 6.

4.3.2. *Height Restrictions* — The height of objects within the influence area of each airport shall be reviewed, and restricted if necessary, according to the following criteria. The locations of these zones are depicted on the respective *Compatibility Map* for each airport.

(a) Within *Compatibility Zone A*:

(1) The height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria including FAR Part 77, TERPS, and/or airport design standards.

(b) Within *Compatibility Zones B1, B2,* or *Height Review Overlay Zone*:

(1) Objects up to 35 feet tall are acceptable and do not require ALUC review for the purposes of height factors.

(2) ALUC review is required for any proposed object taller than 35 feet.

(3) Federal Aviation Administration review may be necessary for proposed objects adjacent to the runway edges and the FAA may require marking and lighting of certain objects (the affected areas are generally on airport property).

(c) Within *Compatibility Zone C1*:

(1) Generally, there is no concern with regard to any object up to 70 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet taller than other nearby objects.

(d) Within *Compatibility Zone C2* or *Compatibility Zone D*:

(1) Generally, there is no concern with regard to any object up to 150 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet above the ground.

4.3.3. *Avigation Easement Dedication* — As a condition for development approval, the owner of any property proposed for development within *Compatibility Zones A, B1,* or *B2* or a *Height Review Overlay Zone* shall be required to dedicate an

avigation easement to the entity owning the affected airport. The avigation easement shall:

(a) Provide the right of flight in the airspace above the property;

(b) Allow the generation of noise and other impacts associated with aircraft overflight;

(c) Restrict the height of structures, trees and other objects;

(d) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and

(e) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property. An example of an avigation easement is provided in Appendix F.

4.3.4. *FAA Notification* — Proponents of a project which may exceed a Part 77 surface must notify the Federal Aviation Administration as required by FAR Part 77, Subpart B, and by the State Aeronautics Act, Sections 21658 and 21659. (Notification to the Federal Aviation Administration under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. Refer to Appendix B for the specific Federal Aviation Administration notification requirements.)

(a) Local jurisdictions shall inform project proponents of the requirements for notification to the Federal Aviation Administration.

(b) The requirement for notification to the Federal Aviation Administration shall not necessarily trigger an airport compatibility review of an individual project by the Airport Land Use Commission if the project is otherwise in conformance with the compatibility criteria established herein.

(c) FAA review is required for any proposed structure more than 200 feet above the surface level of its site. All such proposals also shall be submitted to the ALUC for review regardless of where in the county they would be located.

(d) Any project submitted to the ALUC for airport land use compatibility review for reason of height-limit issues shall include a copy of FAR Part 77 notification to the Federal Aviation Administration.

4.3.5. *Other Flight Hazards* — New land uses which may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:

(a) Glare or distracting lights which could be mistaken for airport lights;

(b) Sources of dust, steam, or smoke which may impair pilot visibility;

(c) Sources of electrical interference with aircraft communications or navigation; and

(d) Any proposed use, especially landfills and certain agricultural uses, which creates an increased attraction for large flocks of birds. (Refer to FAA Order 5200.5A, *Waste Disposal Sites on or Near Airports* and Advisory Circular 150/5200-33, *Hazardous Wildlife Attractants On or Near Airports.)*

4.4. Overflights

4.4.1. *Nature of Concern* — Overflight compatibility concerns encompass a combination of noise and safety issues. Although sensitivity to aircraft overflights varies from one person to another, overflight sensitivity is particularly important with regard to residential land uses.

(a) For the purposes of the *Compatibility Plan*, the frequency of overflights, the typical overflight altitude, the noise levels of individual aircraft operations, the characteristics of the noise (helicopter noise being particularly intrusive), and the perceived necessity of the noise (noise from fire attack aircraft being considered more acceptable than noise from other loud aircraft) are the principal determinants of where overflights are considered to be a potential concern.

(b) The area of overflight concerns is the same as the airport influence area for each airport.

4.4.2. *Buyer Awareness Measures (Airport Impact Disclosure)* — Because all of each airport's influence area is subject to aircraft overflights, it is important that prospective purchasers of property within this area, particularly residential properties, are informed about the property's proximity to a nearby airport.

(a) In *Compatibility Zones C1* and *C2*, a *deed notice* shall be recorded for each parcel associated with any discretionary land use action reviewed by the Airport Land Use Commission. (Note that the *avigation easement* required by Policy 4.3.3 to be dedicated in conjunction with development in *Zones A, B1, B2,* and the *Height Review Overlay Zone* serves as a deed notice in those locations.)

(b) Each land use jurisdiction affected by this *Compatibility Plan* should adopt a policy designating the airport influence area as an area which may be regularly subject to aircraft overflight. The policy should note that owners and residents of property within this area may find such overflights to be annoying and/or disruptive to their enjoyment of the property. Property owners should be put on notice that the proximity of the airport and the potential for routine aircraft overflights should be disclosed in conjunction with any real estate transaction involving properties within the airport influence area.

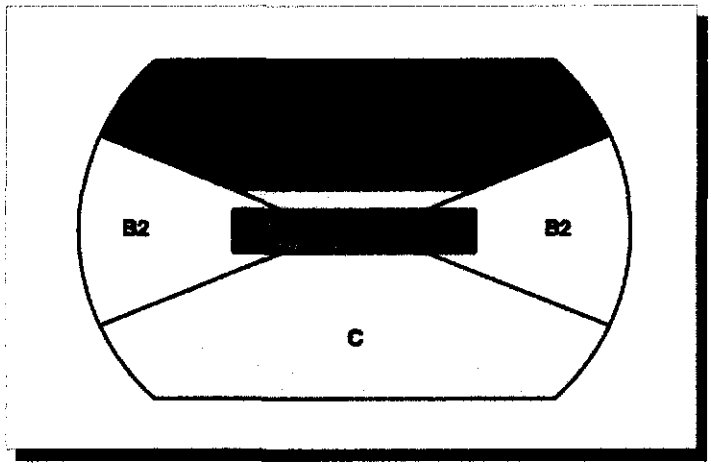
4.4.3. *Land Use Conversion* — The compatibility of uses in the airport influence areas shall be preserved to the maximum feasible extent. Particular emphasis should be placed on preservation of existing agricultural and open space uses.

(a) The conversion of land from existing or planned agricultural, industrial, or commercial use to residential uses within *Compatibility Zones A, B1, B2,* and *C1* is strongly discouraged.

(b) In *Compatibility Zone C2,* general plan amendments (as well as other discretionary actions such as rezoning, subdivision approvals, use permits, etc.) which would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts.

Individual Airport Policies and Compatibility Maps

3



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Individual Airport Policies and Compatibility Maps

1. Basis for Compatibility Zone Boundaries

1.1. General

The general concepts used to develop the compatibility zone boundaries for the three public-use airports in Placer County are outlined below. These basic, aviation-oriented, boundaries were then modified to take into account distinct geographic features and existing land uses around each airport. The compatibility zone boundaries represent a composite of noise, safety, airspace protection, and overflight concerns.

1.1.1. *Compatibility Zone A — Zone A* includes airport runways and immediately adjacent areas wherein uses are restricted to aeronautical functions in accordance with Federal Aviation Administration standards. The lateral limits of *Zone A* are generally defined by the airfield building restriction lines as depicted on the Airport Layout Plan for each airport. The length of *Zone A* is set to encompass the runway protection zone located at each end of the runway. Runway protection zone dimensions are defined by Federal Aviation Administration airport design standards and take into account the runway approach type and the type of aircraft the runway is intended to accommodate. In addition to being an area of high risk, *Zone A* also is subject to high noise levels. The Community Noise Equivalent Level exceeds 65-dB within much of *Zone A* at each airport (except Blue Canyon).

1.1.2. *Compatibility Zone B1 — Zone B1* encompasses the portions of the runway approach/departure areas adjacent to and beyond the ends of the runway protection zones (*Zone A*). The length of the zone is primarily determined by the type of approach procedure existing or planned at each runway end. Noise levels and risks are both high in these areas. Cumulative noise levels are generally at least 55 dB CNEL (except at Blue Canyon). Also, noise produced by individual aircraft opera-

tions are often high enough to disrupt many land use activities. Risk levels are high because of the proximity of *Zone B1* to the runway ends and because these areas are overflown by aircraft at low altitudes — typically only 200 to 400 feet above the runway elevation. Additionally, restrictions on the height of objects (generally not less than 50 feet) may be required for airspace protection purposes.

1.1.3. *Compatibility Zone B2 — Zone B2* at each airport extends laterally from and along the length of the nearest runway. Sideline aircraft noise is the key factor in this area, both cumulative and single-event. Run-up noise may also be a concern in some locations. The zone width is generally set so as to encompass the 60-dB CNEL contour. Risk is also a factor, but less so than in *Zone B1*. Height restrictions may be required as well.

1.1.4. *Compatibility Zone C1 — Zone C1* covers the extended approach/departure corridor for each airport and also includes land beneath the primary traffic patterns. This zone is affected by moderate degrees of both noise and risk. Cumulative noise levels exceed 55 dB CNEL in portions of *Zone C1* and noise from individual aircraft operations is disruptive to noise-sensitive land uses. Aircraft overfly this area at or below the traffic pattern altitude of 1,000 feet above the runway elevation. According to the data presented in the Caltrans *Handbook*, 40% to 50% of off-runway, airport-related, general aviation aircraft accidents occur within *Zones B* and *C1* for airports comparable to each of the Placer County airports. Portions of *Zone C1* lie beneath the Federal Aviation Regulations Part 77 transitional surface airspace — restrictions may be required on tall objects (ones greater than 100 feet high).

1.1.5. *Compatibility Zone C2 — Zone C2* encompasses areas routinely overflown by aircraft approaching and departing the airports, but less frequently or at higher altitudes than the areas within *Zone C1*. The zone includes locations along the pattern entry routes, within instrument approach corridors, and beneath wide patterns flown by large aircraft. Aircraft typically overfly these areas at an altitude of 1,000 to 1,500 feet above ground level on visual approaches. Annoyance associated with aircraft overflights is the major concern within *Zone C2*. Although the zone lies outside the 55-dB CNEL contour, noise from individual aircraft overflights may adversely affect certain land uses. Safety is a concern only with regard to uses involving high concentrations of people and to particularly risk-sensitive uses such as schools and hospitals.

1.1.6. *Compatibility Zone D* — Areas within *Zone D* are sometimes overflown by aircraft arriving and departing the airport. Hazards to flight are the only compatibility concern. The outer limits of the zone coincide with the outer edge of the conical surface defined by Federal Aviation Regulations Part 77 for each airport. Except on high terrain, height limits are no less than 150 feet within this area.

1.2. Special Conditions

At some airports, special conditions as provided for in Policy 2.4.3.(e) of Chapter 2 have been acknowledged by the Airport Land Use Commission in adoption of this *Compatibility Plan*. These special conditions result in establishment of compatibility zone boundaries and/or compatibility criteria different in character from the zones and criteria applicable to other airports in the county. Where any such additional policies have been adopted for a particular airport, they are listed in the following sections of this chapter. These special policies are not to be generalized or considered as precedent applicable to other locations near the same airport or to the environs of other airports addressed by this plan.

2. AUBURN MUNICIPAL AIRPORT

2.1. Compatibility Map Delineation

2.1.1. *Compatibility Map* — The Compatibility Map for Auburn Municipal Airport is presented in Figure 3A and is to be used in conjunction with the criteria set forth in Table 2A.

2.1.2. *Boundary Determinants*

(a) The *Zone A* boundaries are defined by the building restriction line and runway protection zone boundaries as indicated on the airport layout plan for the extended runway. The zone is all on airport property.

(b) *Zone B1* encompasses most of the future 60-dB CNEL contour. Also included are locations typically overflown by aircraft at less than 300 feet above ground level on visual approaches to either end of the runway. At the west end of the runway, the zone bends southward to reflect the 20° left turn which aircraft are encouraged to make when taking off from Runway 25. The length at the west end takes into account the fact that ground elevations are well below the runway elevation.

(c) *Zone B2* contains the areas along each side of the runway where noise is more of a factor than risk. The zone width is set to encompass most of the 60-dB CNEL contour.

(d) *Zone C1* includes the 55-dB CNEL contour plus locations beneath the predominantly used (south-side) traffic pattern. The edges of these areas fall close to well-defined roads and property lines, thus for convenience the zone boundaries are shown on these geographic features.

(e) *Zone C2* contains the north-side traffic pattern plus additional areas along the south-side traffic pattern and within the common arrival and departure corridor to the west.

(f) *Zone D* includes remaining areas lying within the outer boundaries of the FAR Part 77 conical surface.

2.2. Additional Compatibility Policies

2.2.1 *Sutter Auburn Faith Hospital* — The criteria set forth in Table 2A of Chapter 2 notwithstanding, hospitals and nursing homes shall not be prohibited within that portion of *Compatibility Zones C1* and *C2* which includes the existing hospital property and adjacent parcels designated with a # symbol on the Auburn Municipal Airport Compatibility Map (Figure 3A).

(a) Any new structures to be used as a hospital or nursing home shall be limited to no more than two aboveground habitable floors and, to the extent feasible, shall incorporate other design features which would help protect the building occupants in the event of an aircraft crash (for example, minimizing extensive glass areas in exterior walls).

(b) This special policy shall apply only to the area indicated and not to any other locations within the Auburn Municipal Airport environs or the environs of others airports addressed by this plan.

3. BLUE CANYON AIRPORT

3.1. Compatibility Map Delineation

3.1.1. *Compatibility Map* — The Compatibility Map for Blue Canyon Municipal Airport is presented in Figure 3B and is to be used in conjunction with the criteria set forth in Table 2A.

3.1.2. *Boundary Determinants*

(a) *Zone A* extends 1,200 feet beyond each runway end to encompass the runway protection zones as well as laterally to the building restriction line (200 feet from the runway centerline).

(b) *Zone B1* is shorter than at other airports in the county in recognition of the low aircraft activity volume at Blue Canyon Airport. Included are locations where aircraft may be less 200 feet above the runway elevation when on approach to landings.

(c) *Zone B2* provides a buffer zone laterally from the runway in recognition of the fact that a small degree of risk is present in this area.

(d) *Zone C1* includes additional locations beneath the approach surface defined by FAR Part 77. The airport has insufficient activity to warrant extending the zone to include the airport traffic pattern.

(e) No *Zone C2* is established for this airport because of the low activity level.

(f) The *Zone D* limits match the airport's FAR Part 77 conical surface boundary and encompasses the airport traffic pattern.

3.2. Additional Compatibility Policies

None.

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4. LINCOLN REGIONAL AIRPORT

4.1. Compatibility Map Delineation

4.1.1. *Compatibility Map* — The Compatibility Map for Lincoln Regional Airport is presented in Figure 3C and is to be used in conjunction with the criteria set forth in Table 2A and the additional policies listed in Section 4.2 of this chapter.

4.1.2. *Boundary Determinants*

(a) *Zone A* encompasses the area adjacent to and at the ends of the existing runway and proposed parallel runway. The width is based upon the building restriction line shown on the current Lincoln Regional Airport Layout Plan. The length contains the runway protection zone of each runway.

(b) *The limits of Zone B1 reflect both noise and safety concerns consistent with* the types of instrument approach procedures established at the airport, the types of aircraft which operate there, and the projected volume of aircraft activity. Lack of significant existing or anticipated future compatibility conflicts within the zone also is a factor in the zone size. The length of the zone is primarily set with respect to the point at which aircraft pass below 300 feet above the ground when approaching the runway on a straight-in instrument approach. This distance also encompasses the 55-dB CNEL contour.

(c) *Zone B2* consists of two areas adjacent to *Zone A*, one on each side of the runways. The length of the zone is based on the length of the existing runway. The length on the east side is predicated on the city's adoption of a policy which will require aircraft approaching and departing the future runway to avoid turns closer than the ends of the primary runway. The width of the zone takes into account the future runway and is set so as to contain the future 60-dB CNEL contour.

(d) *Zone C1* contains the east and west traffic patterns for the existing runway, as well as the pattern for the potential future parallel runway. Extensions of the zone are established to the north and south because aircraft on nonprecision instrument approaches may overfly these areas at altitudes under 600 feet above the ground. Noise from individual aircraft operations is a factor in these locations.

(e) *Zone C2* encompasses the typical traffic patterns entry corridors and wider patterns usually flown by large aircraft.

(f) *Zone D* contains the remainder of the airport's FAR Part 77 conical surface.

4.2. Additional Compatibility Policies

4.2.1. The new municipal wastewater treatment facility which the city of Lincoln proposes to build south of Moore Road within the outer end of *Compatibility Zone C1* (some 2.3 miles south of the airport) is deemed to be consistent with the Chapter 2 policy (Policy 4.3.5) regarding avoidance of land uses which increase the attraction of birds. This finding is based upon two factors: (1) the city's intent to design the facility so as to minimize its of attraction birds to the extent feasible; and (2) the new facility will replace the existing wastewater treatment plant located only a mile southeast of the airport.